

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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- Between 15 and 18 March 1953, three steamships from Russia entered the port of Stettin with 2,800 tons of chromium ore, 2,750 tons of apatite ore and 3,000 tons of apatite concentrate.
- The arrival of 7,500 tons of grain from Russia is expected about the end of March. The exact date is not determined. The ships have to unload at least 2,000 tons at Swinemuende. The Poles are to provide car space, but this also is not yet fully agreed upon.
- Loading of 20,000 tons of cement on Russian ships at Stettin for transport to the Soviet Union is to begin on 20 March 1953. Loading will be at the rate of 600 tons daily. The cement comes from Magdeburg-Schoenebeck and from Nienburg-Alsleben.
- In the course of the past three weeks, three tankers have left the Rosslau shipyard for Stralsund, as reparations deliveries for Russia. The superstructures will be erected at Stralsund, which will take about 20 days.
- Two clean-up barges of 400 tons load capacity are to be moved from the Rothensee shipyard to Stralsund, probably about 20 March. These are barges built for the construction work on the naval base at Jasmund Bay.
- The transportation on government order of 50,000 tons of rock from the Berlin-Brandenburg area to the island of Ruegen, is planned to take place during the month of April 1953.
- A meeting was held on 12 March 1953 at the General Shipping Administration, with the police presidents, and members of the River and Harbor Security (Wasserschutz) Division of the Volkspolizei high command, at which it was decided that there shall be no more loading and unloading below the Marschall Bridge, which is situated between Humboldthafen and the Friedrichstrasse railway station

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in Berlin. Further, the Freight Traffic Control Office (Warenverkehrsamt) is to strengthen its posts on the Reichstag bank, and the erection of an abatis at night is being considered to prevent the passage of empty vehicles.

8. At a meeting of the General Shipping Administration with members of the security division of the Volkspolizei on 18 March 1953, the following security measures for East German vessels were adopted: Private steam and motor ships of the East Zone from now on shall no longer travel through the West sectors. Only nationally-owned vessels may pass through West Berlin. Small boats, including those privately owned, may enter the West Sector as before. The purpose is to prevent flights to West Berlin.

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